

# MINUTES

**Meeting:** Devizes Area Board  
**Place:** Needham House, Victoria Rd, Devizes, SN10 1FA  
**Date:** 26 February 2024  
**Start Time:** 6.30 pm  
**Finish Time:** 8.45 pm

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Please direct any enquiries on these minutes to: Ben Fielding of Democratic Services, (Tel): 01225 718224 or (e-mail) [benjamin.fielding@wiltshire.gov.uk](mailto:benjamin.fielding@wiltshire.gov.uk)

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## **In Attendance:**

### **Wiltshire Councillors**

Cllr Iain Wallis, Devizes North (Chairman)  
Cllr Dominic Muns, The Lavingtons (Vice-Chairman)  
Cllr Simon Jacobs, Devizes South  
Cllr Laura Mayes, Bromham, Rowde and Roundway  
Cllr Kelvin Nash, Devizes East  
Cllr Tamara Reay, Devizes Rural West

### **Wiltshire Councillors in Attendance**

Cllr Caroline Thomas, Cabinet Member for Transport, Street Scene, and Flooding

### **Wiltshire Council Officers**

Richard Rogers, Strategic Engagement Partnerships Manager  
Caroline LeQuesne, Area Board Delivery Officer  
Ben Fielding, Senior Democratic Services Officer  
Sam Howell, Director Highways and Transport  
Adrian Hampton, Head of Highway Operations

### **Wiltshire and Swindon Road Safety Partnership**

Perry Payne, Road Safety Partnership Manager

**Total in attendance: 83**

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<u>Minute No..</u>	<u>Summary of Issues Discussed and Decision</u>
61	<p><u>Welcome and Overview</u></p> <p>The Chairman welcomed those in attendance and provided an overview of the meeting. The Chairman also provided Councillors and Officers in attendance an opportunity to introduce themselves.</p> <p>It was outlined that a presentation would take place covering the following matters:</p> <ul style="list-style-type: none"> <li>• Strategic Business Plan Priorities</li> <li>• Maintenance</li> <li>• Local Transport Plan</li> <li>• Congestion</li> <li>• Public Transport</li> <li>• Air Quality</li> </ul>
62	<p><u>Highways and Transport Presentations</u></p> <p>The Area Board received a presentation from Sam Howell (Director Highways and Transport), Adrian Hampton (Head of Highways Operations) and Cllr Caroline Thomas (Cabinet Member for Transport, Street Scene, and Flooding). The presentation covered, but was not limited to, the following matters:</p> <p><b>Introduction:</b></p> <ul style="list-style-type: none"> <li>• An overview of the Wiltshire transport context was provided, including how the highway network represented the Council's largest and most valuable public asset with a replacement value of over £5billion including over 2,8000 miles of road.</li> <li>• The relation of Highways and Transport to the Wiltshire Council Business Plan was outlined.</li> <li>• Statistics were provided regarding asset management, including maintenance.</li> </ul> <p><b>Investment in the Network:</b></p> <ul style="list-style-type: none"> <li>• An overview of the funding available to Highways maintenance was outlined, including that there was a Highways Maintenance fund of £21million, which was topped up by additional funds, such as an additional £3.6million pothole fund.</li> <li>• Other additional sources of funding top ups were covered, including additional investment from Wiltshire Council and further Government funding to span a two-year period.</li> <li>• It was noted that as a local authority, Wiltshire was robust and had a preventative eye with the importance of prioritising issued outlined.</li> </ul>

**The Local Transport Plan:**

- The importance of having a Local Transport Plan was outlined, with it setting a framework for maintaining and improving transport in Wiltshire.
- The importance of the Local Transport Plan aligning with the Local Plan Review to help deliver Wiltshire Council's Business Plan priorities was stated, with key themes identified including decarbonisation, freight, and active travel.
- It was noted that there would be plenty of opportunities to be involved in the consultation of the Local Transport Plan.

**Public Transport Review:**

- An overview was provided regarding the public transport review, which would aim to shape the future bus policy as well as priorities for support.
- The consultation timeframe, which ended on 10 November 2023, was outlined as well as that there had been over 1,000 responses.
- The aim was for a new policy and network to be implemented from April 2024.

**Local Issues:**

- The following areas were identified as being specific local issues:
  - Highway Maintenance
  - Flooding
  - Air Quality
  - Peak Hour Traffic Delays

**Highways Maintenance:**

- It was outlined that the Council has three different approaches to maintenance:
  - Reactive Maintenance - Responding to issues as they arise, such as repairing potholes or replacing damaged signs.
  - Planned Maintenance - Scheduling regular maintenance tasks to prevent issues from arising in the first place or getting worse.
  - Asset Maintenance - Taking a long-term view of highways maintenance and involves evaluating the condition of roads and infrastructure and prioritizing maintenance tasks based on factors like condition, safety, cost, and rate of deterioration.
- An overview of benchmarking for Highways was provided following a 2022 South West Road condition scanner survey, with Wiltshire in a good position compared to other local authorities. Furthermore, it was noted that this data was used to prioritise investment.
- An explanation of why so many potholes have occurred was provided as well as detail regarding interim and permanent repairs.
- It was noted that officers have a defect dashboard which enables them to

- monitor real time data relating to reported and completed defects by area.
- Work regarding flood prevention was outlined, with it noted that the gullies of A and B roads are emptied annually with 5,500 gullies classed as high risk.

**Local Highway & Footway Improvement Group (LHFIG):**

- The role of the LHFIG was outlined as well as areas which they could fund.
- It was stated that currently the Devizes LHFIG has 18 live projects with a budget of £57,065 and spending commitments of £66,783.

**Parish Stewards:**

- The role of Parish Stewards was outlined, with it noted that there is 18 Parish Stewards, one for each area, who work with representatives in their parishes to ensure all work requests are clear and are logged for review before they start the work.

**Verge and litter clearance:**

- It was outlined that grounds maintenance and street cleansing in the Devizes area was the responsibility of Devizes Town Council and Wiltshire Council was responsible for the wider area Wiltshire Council.
- Litter collection of main routes and trunk roads had received an extra investment of £0.3m this year.
- Enforcement resources were being increased to tackle the issues of fly tipping and rural littering.
- The following Wiltshire Council campaigns were outlined 'We're Targeting Fly-Tippers' and 'Don't Mess with Wiltshire'.

**Public Transport – Devizes Town:**

- It was outlined that a revised Devizes Town Bus Service would be introduced from 1 April.
- The service would now service Lay Wood and include several changes and additions as requested in last year's public consultation.
- Data was provided on the Demand Responsive Transport Service with a genuine patronage growth of almost 50% between August and December.

The Area Board received a presentation from Perry Payne (Road Safety Partnership Manager, OPCC). The presentation covered, but was not limited to, the following matters:

**Partnership Work and Community Road Safety Team:**

- The role and membership of the Wiltshire and Swindon Road Safety Partnership working was outlined.

	<ul style="list-style-type: none"> <li>• An overview of the work conducted by the Community Road Safety Team was provided.</li> <li>• The #FATAL5 education campaign presented as well as how mobile phones are one of the largest forms of distraction.</li> <li>• An overview of the partnership events which had taken place was provided.</li> </ul> <p><b>Community Speed Watch in the Devizes Area:</b></p> <ul style="list-style-type: none"> <li>• The role of the Community Speed Watch Team in the Devizes area was discussed, with data from July 2020 to January 2024 provided, including that a total of 3,326 letters had been provided to offenders.</li> <li>• The role of Traffic Surveys was discussed, with 5 areas in Devizes recognised as needing speed education.</li> <li>• The positive impact of SIDs (Speed Indication Devices) was outlined.</li> </ul> <p><b>Road Policing Unit:</b></p> <ul style="list-style-type: none"> <li>• The role of Roads Policing Unit was discussed, with previous examples of their enforcement work cited with 2,071 tickets issued to motorists for road related offences.</li> </ul> <p><b>Forensic Collision Investigation Unit (FCUI):</b></p> <ul style="list-style-type: none"> <li>• The role of the FCUI was outlined with it noted that approximately 90 road traffic collision deployments (25-30 fatalities) are attended a year.</li> </ul> <p><b>Community Speed Enforcement Officers:</b></p> <ul style="list-style-type: none"> <li>• The role of Community Speed Enforcement Officers was outlined, with it noted that though these were not police officers they do have power for enforcement.</li> <li>• County-wide statistics from January 2023 to January 2024 were provided, this included a breakdown of the Devizes area, where 91 speed awareness courses had been issued, 9 fines and points, and 4 court involvements.</li> </ul>
63	<p><u>Q&amp;A Session</u></p> <p>A question-and-answer session took place coordinated by the Area Board Chairman. Questions raised included:</p> <p><b>Question – Resident:</b> It has been noticed that in Rowde, the use of micro surface on roads is not fit for purpose with potholes returning time and time again. Other examples include Avon Road, Salisbury St and Beauclerc St. Why is the Council still using this?</p> <p><b>Response:</b> Micro surface is well recognised across the industry, however, there have been challenges faced with the amount of wetness retained in the surface.</p>

Interim repairs have taken place using a range of methods with additional repairs allowing things to be done differently. The specific locations would be checked by the Highways Team.

**Question – Resident:** Is there a good reason that the road safety standard is worsening?

**Response:** Overall, the road safety standard across Wiltshire is not getting worse. Currently work is being undertaken on the updated annual service report, which would be taken to the Environment Select Committee next week, which had been produced in accordance with national guidelines. The guideline and manual can be found via the following link: [Roads, road care and cycle lanes - Wiltshire Council](#)

**Question – Resident:** Can you state the frequency of litter picking along main A roads in the county, particularly those coming into Devizes such as Caen Hill? Currently the Clean Up Devizes Squad does a lot in the town centre but not such roads due to their dangerous nature.

**Response:** For A roads, ideally a litter pick is scheduled twice a year, however by the code of practice the Council must respond to litter complaints placed through the MyWilts app. Caen Hill is specifically litter picked when verge cutting takes place. A roads are scheduled twice a year, with the new cycle beginning now. £2million has been allocated towards picking up litter, which could easily be avoided. The last litter pick in Devizes, was last autumn and officers will provide clarity on when the next one will be. If residents do see litter, don't wait for the schedule please report it before further litter is deposited in that location.

**Question – Resident:** It was questioned what funding Wiltshire Council provides to Devizes Town Council as they only have the resource to take care of the town centre and relies on groups to clean residential streets.

**Response:** Devizes Town Council receives no payment from Wiltshire Council and anything they do is done under service delegation. Any work that they do to meet that statutory duty is up to them. Extra money which has been allocated is for A roads and not for town centres.

**Question – Resident:** Recently a complaint was placed on the MyWilts app, however this was closed without any action being taken, why is this happening?

**Response:** Complaints should no longer come back with a closed message and should now receive an explanation. This is all to do with the HYAMs system which operates and links into the MyWilts app. The interface between the two systems has now been improved so that when an issue is submitted, a response would be provided from the HYAMs system and residents should no longer get a

closed message. It is important for residents to report issues as inspectors can't get everywhere. Sometimes human error can play a part, for example the street scene contractor might have closed down this specific example to cause the closed message.

**Question – Resident:** A campaign was started in August 2022 to have the speed limit reduced in Marshall Road. Residents of Newman Road have experienced cutting in on the road to build 17 new houses, which will eventually lead to 100s of lorries bringing materials down Marshall Road for building as well as 32 homes where the Health Centre is. Though the 20mph speed limit was agreed, the two roads go from 20mph to 40mph.

**Response:** This further speed limit review request must go to the LHFIG. When residents feel that the speed is too fast, they need to take the issue to their town or parish council to gain their support for a speed limit assessment to be undertaken which would go through the LHFIG for funding. If the LHFIG is in support of this, this can be followed through with the assessment process beginning, starting with a speed review.

**Question – Resident:** Regarding Potholes, what is your metric from time reported to time fixing the issue and what is your achievement against this metric?

**Response:** The inspection manual helps to inform this and it depends on where the pothole is, the size of it and the time reported: [Roads, road care and cycle lanes - Wiltshire Council](#). It is possible for residents to look at the Council's statutory performance and a Performance and Outcomes Board (POB) monitors this monthly. For P1 potholes, the target is the next working day, and the Council is on track to meet this. The data is available for the public to view, with the most recent Performance and Risk Report taken to Cabinet on Tuesday 6 February 2024 [Agenda and draft minutes - Democratic Services - Wiltshire Council](#). When potholes are reported, they are assessed and given a priority, with P1 potholes having a strong element of safety associated with them. A P1 pothole must be repaired by midnight the following day and the time for this begins when it is assessed, however the Council must get to the report within a reasonable time. The Council is achieving this metric and is in advance of it. This is a statutory duty for the Council; therefore it is monitored and has to be complied with. Often temporary repairs take place to meet the response time.

**Question – Resident:** In New Park St there are three potholes which have been reported and seem to be getting worse. If residents want to avoid them, they have to go onto the other side of the carriageway. Is there any way that these can be advanced?

**Response:** Officers will take this away and will have another look as the

potholes would have been assessed. As stated in the manual, each pothole depends on its location and inspections take place both proactively and reactively. Officers will visit New Park St to investigate.

**Question – Resident:** Living on Dunkirk Hill in Devizes, in November 2022 a campaign was taken to the Devizes Neighbourhood Planning Committee to get the speed limit on Dunkirk Hill reduced after a neighbour was badly injured. A Highways Improvement form was submitted in December 2022; however, nothing has been heard. In addition, how do residents find out about the work of LHFIGs as the minutes and dates of the meetings cannot be found. Furthermore, in September 2023, there was a head on collision on the hill. The road is 40mph but it needs to have at least a 30mph limit.

**Response:** Currently a metric count is out and has been sent to the LHFIG. The LHFIG process was further explained, with it noted that residents can raise issues through their parish and town councils, who can champion issues and take them to the LHFIG, who then meets and prioritises projects. After the meeting, the minutes and recommendations are distributed to the town and parish councils before being taken back to the Area Board. It would be worth going to the town council and asking if they championed the project and what the outcome was from the LHFIG. Currently a Devizes Town Council project is taking place with speed surveys on every main road in Devizes. These speed surveys will determine what course of action can be taken if there is excessive speed.

**Question – Resident:** Clarity was sought regarding the resurfacing of the road next to the Crammer.

**Response:** The whole of the road would be resurfaced as well as the roundabouts. This was an area on the forward work plan with dates now to be confirmed depending on contractor availability.

**Question – Resident:** Why should we not have traffic lights at the Black Dog crossroads? We don't agree with your engineering solution and belief that traffic lights are expensive, to which quotes have been provided to show otherwise. In the past, neither a dog leg junction or crossroads has worked, and the new suggestion won't work as this only allows for 60 metres from Black Dog Farmhouse to the junction meaning that cars can't stop in that time.

**Response:** The Council have identified an engineering solution to deliver crossroads, however negotiations with all parties have taken longer than preferred with a number of challenges identified such as with signals, the cost and energy supply. This engineering solution will deliver the same outcomes. Officers do not agree with the cost of the signal function and offered to follow up on this issue outside of the meeting.



**Question – Social Media:** Currently 600/700 homes are going through planning approval with some granted and in progress. There is concern about whether the existing road network can cope. Do officers believe the roads will be able to cope?

**Response:** There are two parts to the planning process including a local plan review underpinned by detailed evidence-based transport modelling as well as identifying the environmental impacts of transport. There is then a specific transport management process after this where Wiltshire Council then takes a view as to whether local impacts have been mitigated. The importance of maintaining sustainable growth was stated and that all developers must submit a construction development management plan to mitigate issues during construction.

**Question – Resident:** Clarity was sought on the request for a resident parking scheme on Southbroom Road.

**Response:** This is currently with the Town Council and there has been a consultation on this. Cllr Wallis agreed to contact the Town Council to enquire as to how the consultation had gone. Residents parking is an interesting topic and forms part of the local transport plan. Residents parking is possible, however, to make it effective enforcement must take place, which comes at a cost. Additional resource has been allocated to enforcement with work set to be conducted to identify how these resources can be used best.

**Question – Resident:** When walking up London Road there are vehicles coming down with biomass set to go out to Bromham. These vehicles are often not sheeted which leads to the biomass dropping off behind them. Sheeting would potentially reduce the cost of gully emptying.

**Response:** Sheeting, like any transportation issue, is the responsibility of the police and Wiltshire Council can't do anything about this. If residents have the details of vehicles, they can report them, and the firms can be contacted.

**Question – Resident:** Have Wiltshire Council asked new developers for money to sort the roads which they will be relying on?

**Response:** When developers come forward, Wiltshire Council is entitled to ask for Section 106 contributions, however these need to be tested as proportionally fair and reasonable, with there needing to be proof that the developments would lead to significant issues on highways.

**Question – Resident:** It was questioned whether Wiltshire Council has the appetite to explore the concept of shared spaces to reduce the dominance of

	<p>motor vehicles. The redevelopment of the community hospital was cited as potentially causing greater vehicle movements and the rat running of New Park St and Couch Lane.</p> <p><b>Response:</b> The local highways authority recognises the benefits of shared spaces within the right location. Work is completed closely on the residential design guide and the transport requirements for a development, with each case needing to be assessed on its own merits. Shared spaces are a key tool in the kitbag and when appropriate are positive for promoting active travel.</p> <p><b>Question – Resident:</b> Clarity was sought regarding the air quality action plan and its implementation.</p> <p><b>Response:</b> There has recently been a consultation on the air quality management approach, with assessments taking place across various market towns to consider how the Council can work with developers who may be bringing forward planning proposals to assess what their contribution should be towards improving air quality. The consultation, which took place in summer and autumn 2024, is currently being reviewed with a paper being brought to Cabinet for consideration. Further resource is being put into monitoring and delivering air quality projects, with extra funding set to be spent on mobile air quality systems to assess changes.</p> <p><b>Question – Resident:</b> The junction at Black Dog crossroads is the 7<sup>th</sup> most dangerous road in the country and it is hoped there will be an opportunity to learn about the engineering solution. Until this is in place, the grass on the junction grows quickly and reduces visibility when turning right to Worton. Who can be contacted to ensure that this grass is cut? Also, road signs seem to be left along this road as well as people hanging advertisements from existing signs.</p> <p><b>Response:</b> Incidents should be reported through the MyWilts app. Grass cutting has been a particular issue due to the weather being warm and wet, therefore contractors have had to delay some work. Visibility splays have however remained a priority. Additional investment has been provided to pick up signs that have been left as well as replacing and cleaning existing signs. The team are also working to improve the issue of flyposting. It is preferred that residents don't cut grass and remove signs themselves.</p>
64	<p><u>Session Summary and Next Steps</u></p> <p>The Chairman of the Area Board summarised session as well as next steps with key actions to be provided in due course. It was noted that written answers would be provided on the website with the presentation published as part of the minutes.</p>

65	<p><u>Apologies for Absence</u></p> <p>Apologies for absence had been received from Cllr Philip Whitehead.</p>
66	<p><u>Minutes of the Previous Meeting</u></p> <p>The minutes of the meeting held on 20 November 2023 were presented for consideration and it was;</p> <p><b><u>Resolved:</u></b></p> <p><b>To approve and sign as a true and correct record of the minutes of the meeting held on 20 November 2023.</b></p>
67	<p><u>Declarations of Interest</u></p> <p>Cllr Iain Wallis and Cllr Kelvin Nash declared that they were both Devizes Town Councillors and had both been on the group working to provide a Youth Space in Devizes.</p>
68	<p><u>Air Quality and Sustainable Transport</u></p> <p>The Area Board received an updaters from Cllr Tamara Reay on the recent activity of the Air Quality and Sustainable Transport group.</p> <p>After which, it was;</p> <p><b><u>Resolved:</u></b></p> <ol style="list-style-type: none"> <li>1. The area board agreed to support the use of the capital funding made available by the cabinet member for developing routes in the Devizes LCWIP to be used to produce a detailed plan for walking/cycling route DC1 (London Road).</li> <li>2. The area board agreed for a partnership to be formed with Cycle Friendly Devizes and Devizes Town Council to oversee this project. This may be the existing Devizes Air Quality and Sustainable Transport Group.</li> <li>3. The area board agreed to look at using the S106 funding that is already allocated for this purpose to cover any additional expenditure required.</li> </ol>
69	<p><u>Local Highways and Footways Improvement Group (LHFIG)</u></p> <p>Cllr Dominic Muns introduced the minutes and recommendations from the LHFIG meeting held on 23 January 2023. It was outlined that all 12 “High Priority” schemes were progressing well, and guidance had been provided to parish groups and other groups on initiatives available to help them.</p>

	<p>After which, it was;</p> <p><b><u>Resolved:</u></b></p> <ol style="list-style-type: none"> <li>1. <b>Devizes Area Board agreed to note the discussions from the LHFIG meeting of 23 January 2024.</b></li> <li>2. <b>Devizes Area Board confirmed the progress of the High Priority schemes agreed by LHFIG.</b></li> <li>3. <b>Devizes Area Board thanked the parish councils that attend the Group, bring local residents' concerns and engage in interesting and constructive discussion.</b></li> </ol>
70	<p><u>Area Board Funding</u></p> <p>The Area Board considered the following applications for funding:</p> <p><b><u>Area Board Initiatives:</u></b></p> <p>Devizes Area Board - £4591.35 towards Million Hours Youth Project.</p> <p><b><u>Decision:</u></b></p> <p>The Area Board agreed to award £4,591.35 to further support the youth work outlined in the million Hours funding bid on condition that this bid is successful.</p> <p><b>Moved – Cllr Iain Wallis</b>  <b>Seconded – Cllr Simon Jacobs</b></p> <p><b><i><u>Reason</u> – The application met the Community Area Grants Criteria 2023/24.</i></b></p> <p>Devizes Area Board - £4591.35 towards Youth Space in Devizes</p> <p><b><u>Decision:</u></b></p> <p>If the Million Hours bid was unsuccessful, the Area Board agreed to make no award towards supporting it and instead award the £4,591.35 to help provide a youth space in Devizes.</p> <p><b>Moved – Cllr Dominic Muns</b>  <b>Seconded – Cllr Simon Jacobs</b></p> <p><i>Cllr Iain Wallis and Cllr Kelvin Nash abstained from voting.</i></p> <p><b><i><u>Reason</u> – The application met the Community Area Grants Criteria 2023/24.</i></b></p> <p><b><u>Community Area Grants:</u></b></p>

Devizes Outdoor Celebratory Arts - £4,844.06 towards Devizes Community Arts Hub Capital Support Project 2024.

**Decision:**

**Devizes Outdoor Celebratory Arts was awarded £4,844.06 towards Devizes Community Arts Hub Capital Support Project 2024.**

**Moved – Cllr Kelvin Nash  
Seconded – Cllr Simon Jacobs**

***Reason – The application met the Community Area Grants Criteria 2023/24.***

Seend Lye Recreation Field - £5,000 towards Replacement mowing equipment for Seend Lye Recreation Field.

**Decision:**

**Seend Lye Recreation Field was awarded £2,577.34 towards Replacement mowing equipment for Seend Lye Recreation Field.**

**Moved – Cllr Iain Wallis  
Seconded – Cllr Tamara Reay**

***Reason – The application met the Community Area Grants Criteria 2023/24.***

Drews Pond Wood Project – £2,097.60 towards Drews Pond Wood Project path improvement.

**Decision:**

**Drews Pond Wood Project was awarded £2,097.60 towards Drews Pond Wood Project path improvement.**

**Moved – Cllr Iain Wallis  
Seconded – Cllr Laura Mayes**

***Reason – The application met the Community Area Grants Criteria 2023/24.***

**Older and Vulnerable Grants:**

Arts Together - £2,500 towards Arts Together Projects for Isolated and Vulnerable Older People in Devizes.

**Decision:**

**Arts Together was awarded £2,500 towards Arts Together Projects for Isolated and Vulnerable Older People in Devizes.**

**Moved – Cllr Dominic Muns**  
**Seconded – Cllr Laura Mayes**

**Reason – The application met the Community Area Grants Criteria 2023/24.**

Alzheimers Support - £1,440 towards Sidmouth Street dementia day club supporting local people living with dementia.

**Decision:**

**Alzheimers Support was awarded £1,440 towards Sidmouth Street dementia day club supporting local people living with dementia.**

**Moved – Cllr Laura Mayes**  
**Seconded – Cllr Iain Wallis**

**Reason – The application met the Community Area Grants Criteria 2023/24.**

Our time project – £3,000 towards Devizes movement and theatre workshops for elders.

**Decision:**

**Our time project was awarded £3,000 towards Devizes movement and theatre workshops for elders.**

**Moved – Cllr Tamara Reay**  
**Seconded – Cllr Simon Jacobs**

**Reason – The application met the Community Area Grants Criteria 2023/24.**

Nosh and Natter Seend - £325 towards Seend Nosh and Natter Lunch Club.

**Decision:**

**Nosh and Natter Seend was awarded £325 towards Seend Nosh and Natter Lunch Club.**

**Moved – Cllr Tamara Reay**  
**Seconded – Cllr Kelvin Nash**

**Reason – The application met the Community Area Grants Criteria 2023/24.**

**Youth Grants:**

The Devizes to Westminster Canoe Race - £998 towards Devizes to Westminster Canoe Race.

	<p><b><u>Decision:</u></b></p> <p>The Devizes to Westminster Canoe Race was awarded £998 towards Devizes to Westminster Canoe Race.</p> <p><b>Moved – Cllr Kelvin Nash</b>  <b>Seconded – Cllr Simon Jacobs</b></p> <p><b><i>Reason – The application met the Community Area Grants Criteria 2023/24.</i></b></p> <p>KOTB Angling Club Kids on The Bank - £350 towards Kids on The Bank Help Fund.</p> <p><b><u>Decision:</u></b></p> <p>KOTB Angling Club Kids on The Bank was awarded £350 towards Kids on The Bank Help Fund.</p> <p><b>Moved – Cllr Iain Wallis</b>  <b>Seconded – Cllr Dominic Muns</b></p> <p><b><i>Reason – The application met the Community Area Grants Criteria 2023/24.</i></b></p>
71	<p><b><u>Future Meeting Dates</u></b></p> <p>The dates of the next meetings were:</p> <ul style="list-style-type: none"> <li>• 3 June 2024</li> <li>• 16 September 2024</li> <li>• 18 November 2024</li> </ul>

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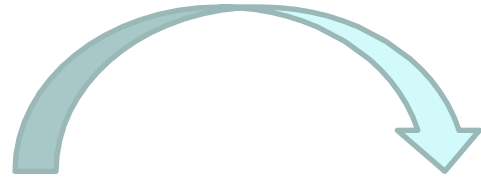




















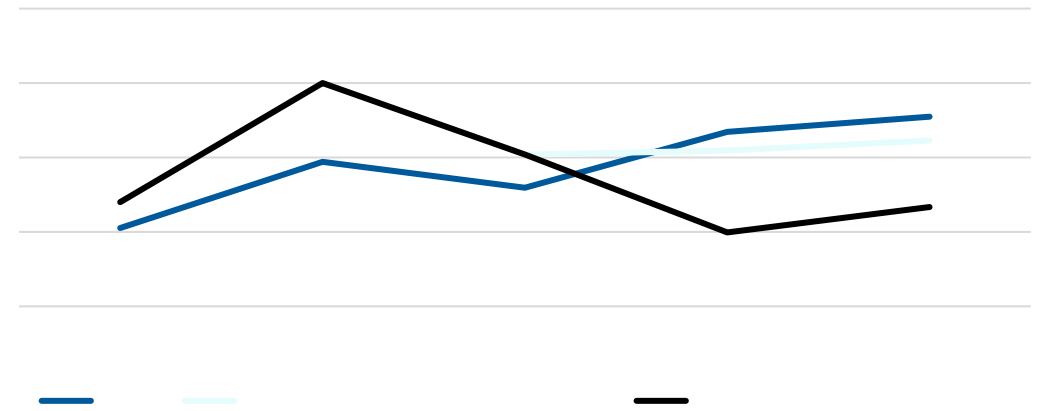
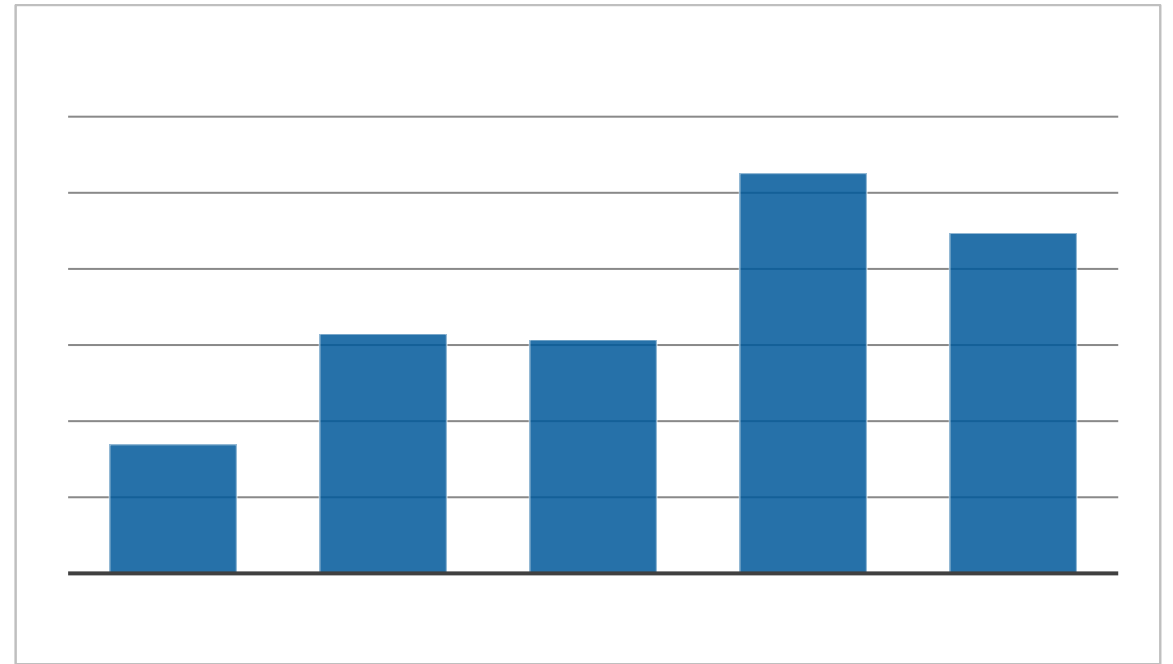






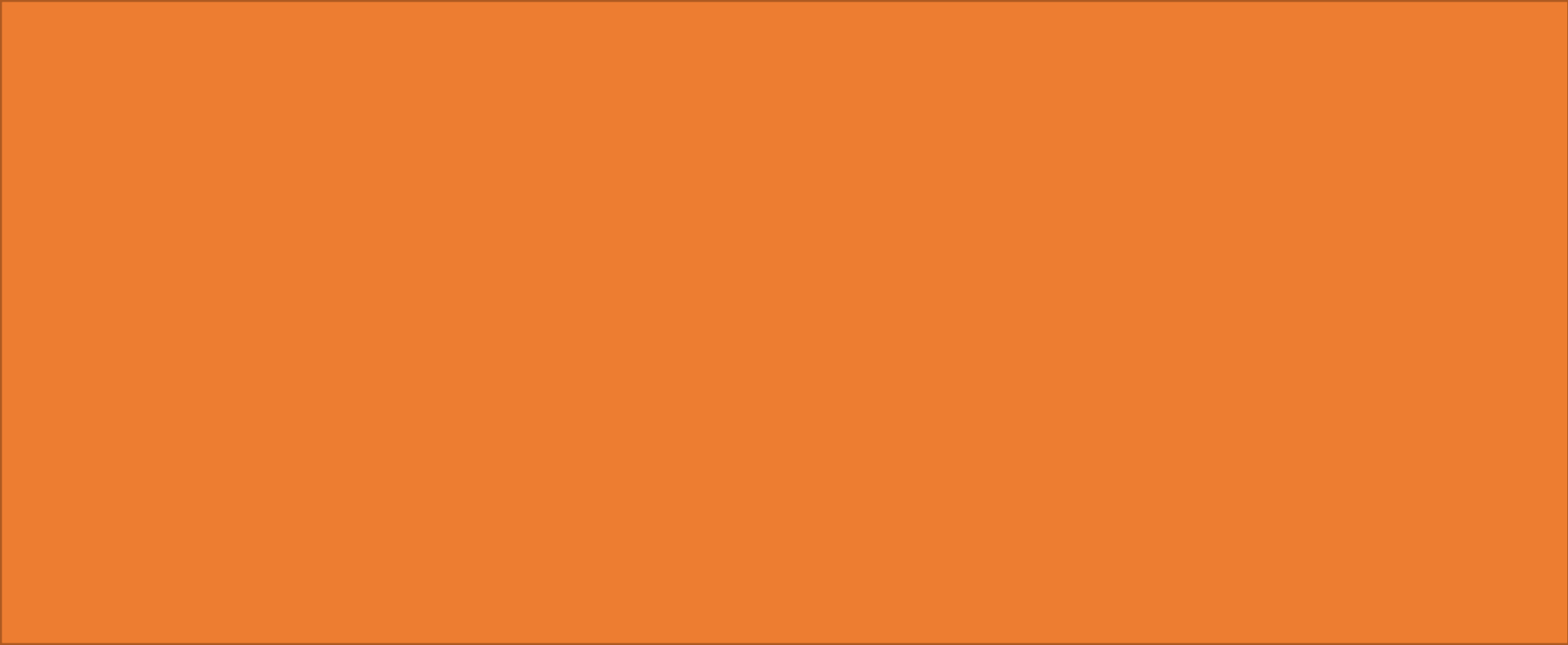
















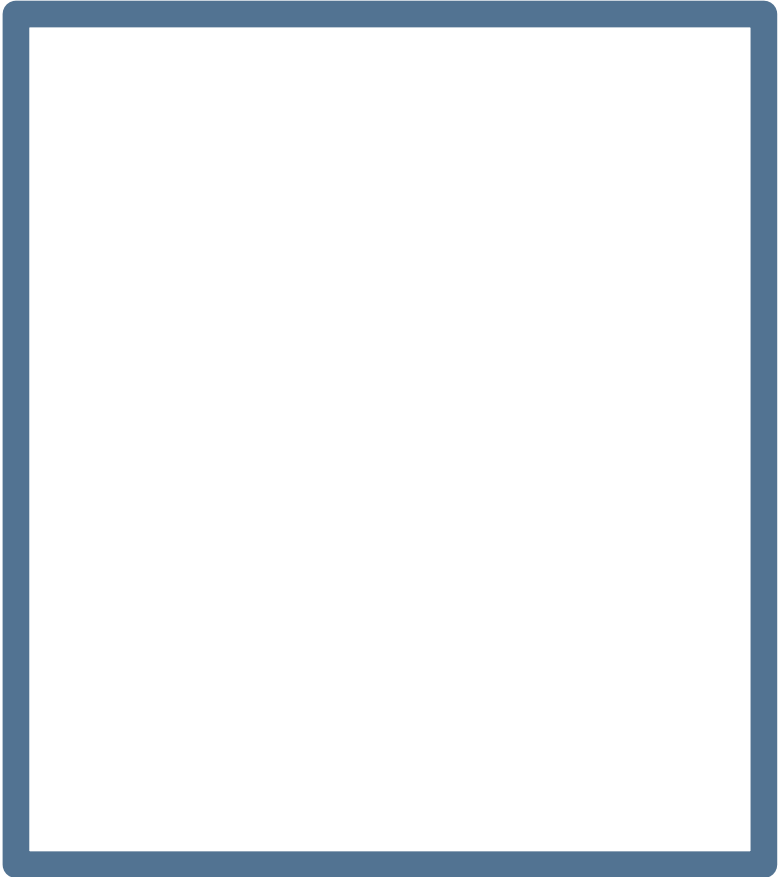
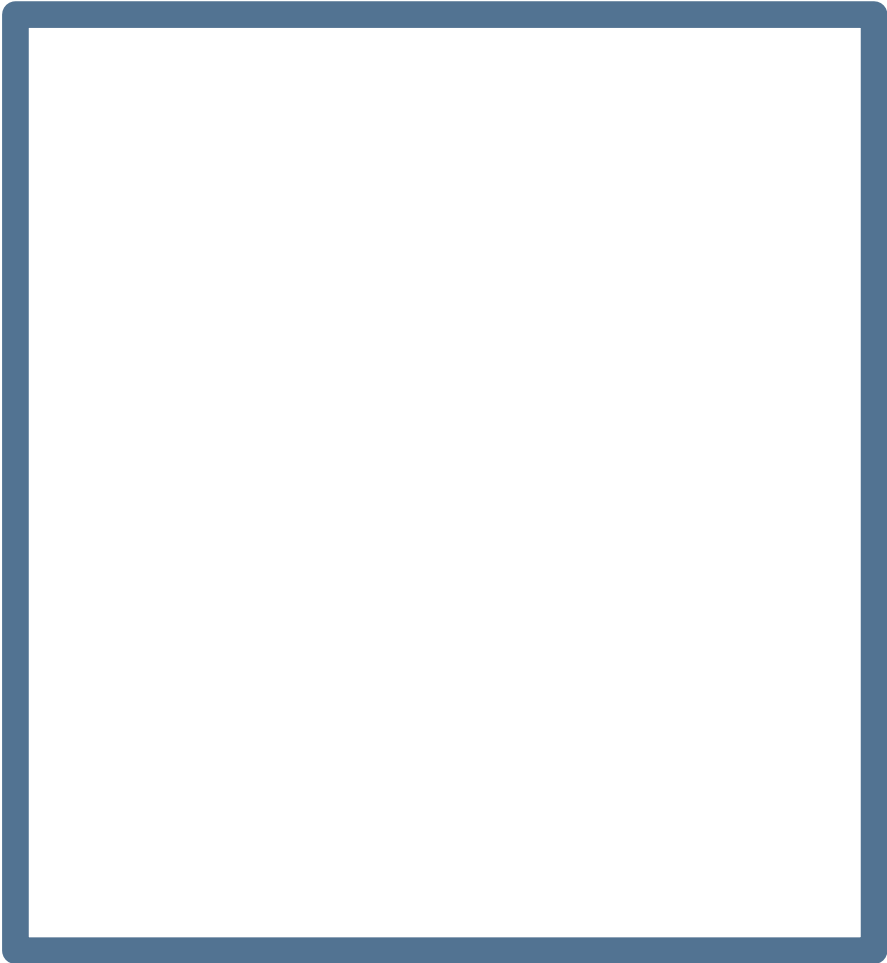


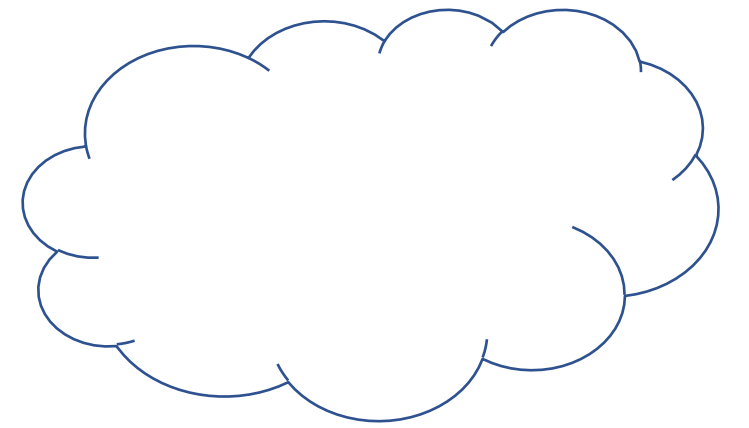


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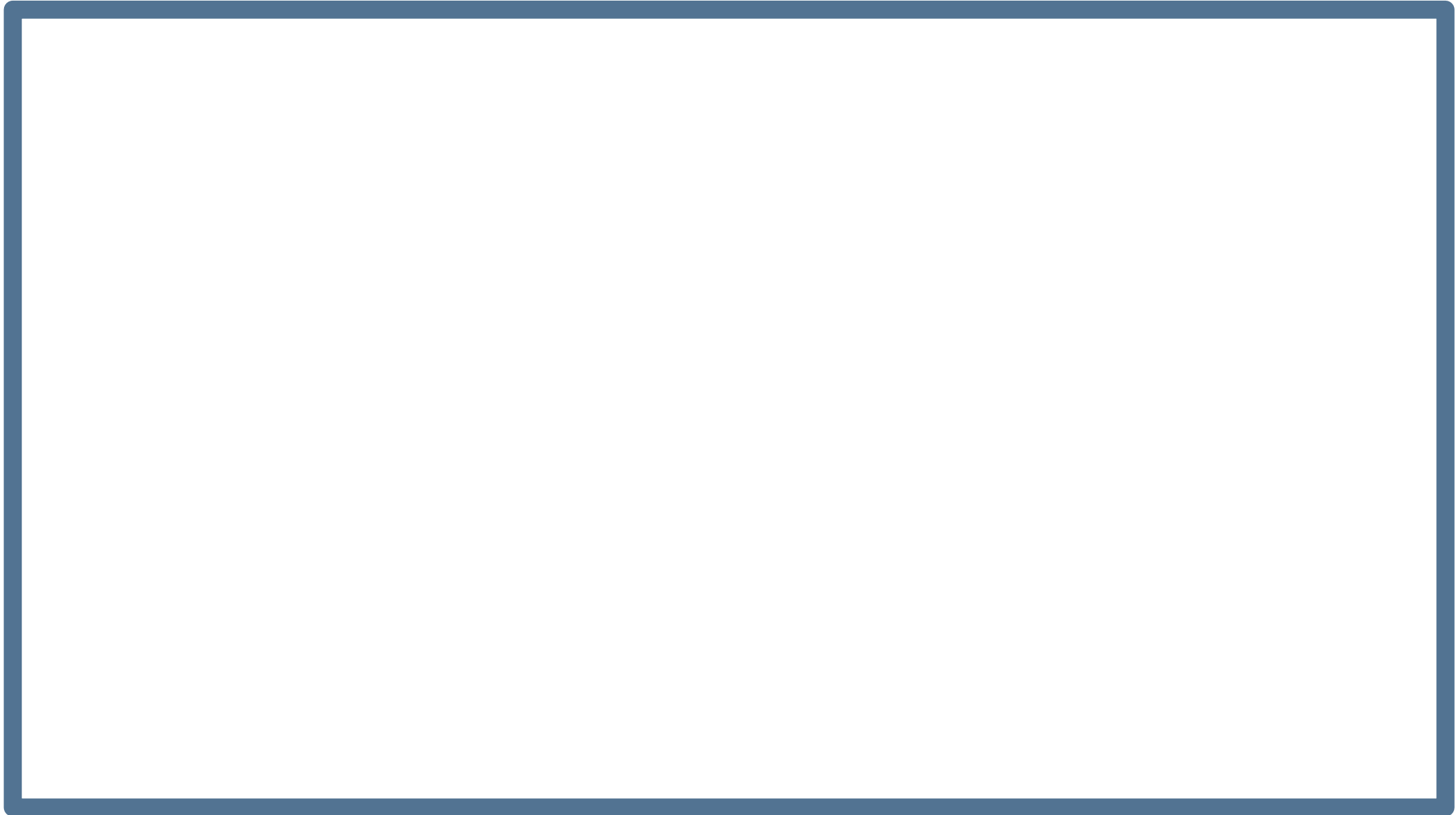


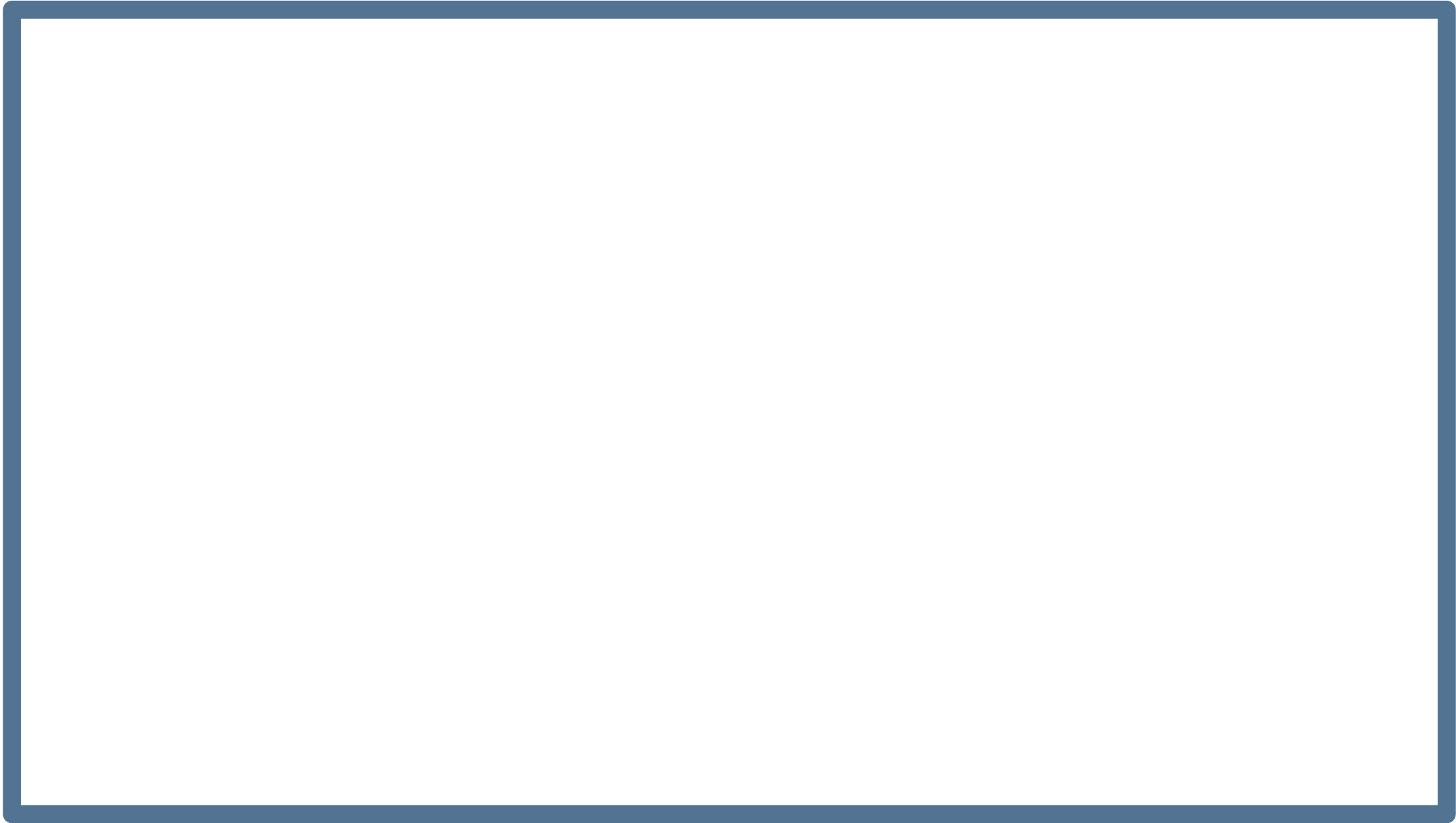


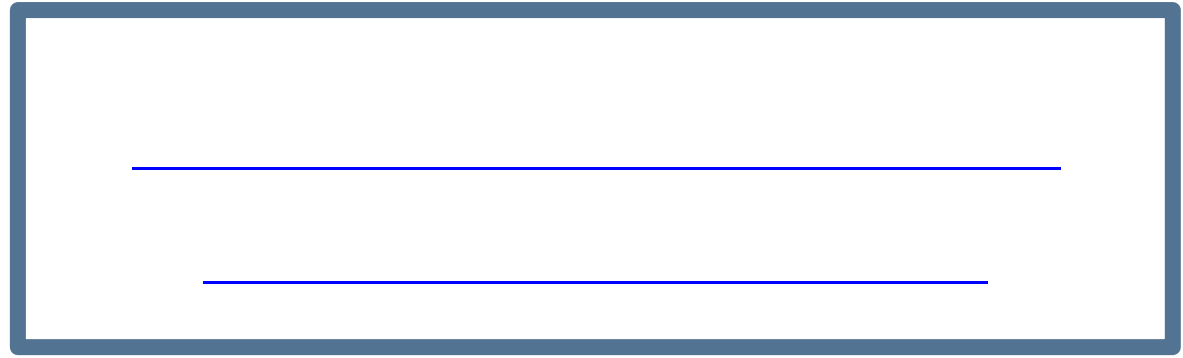










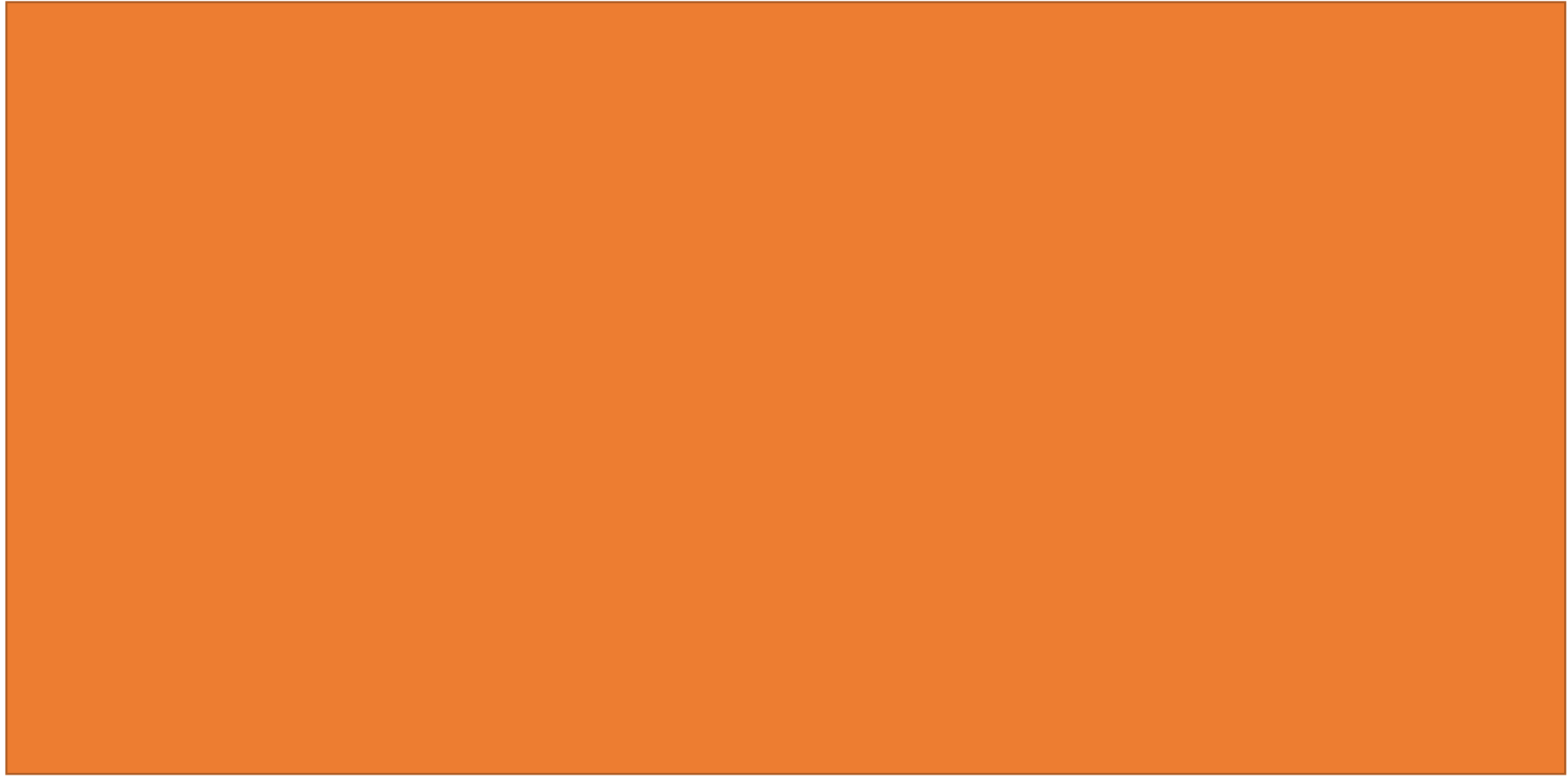


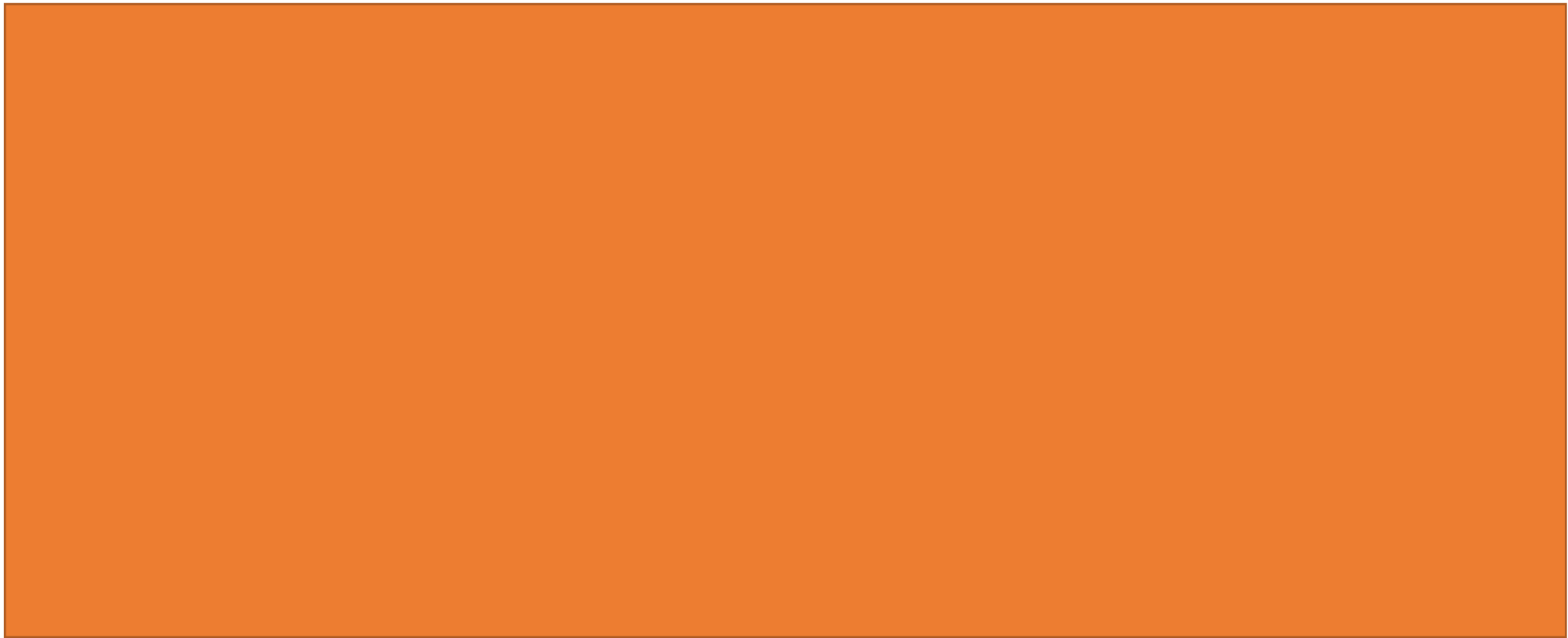
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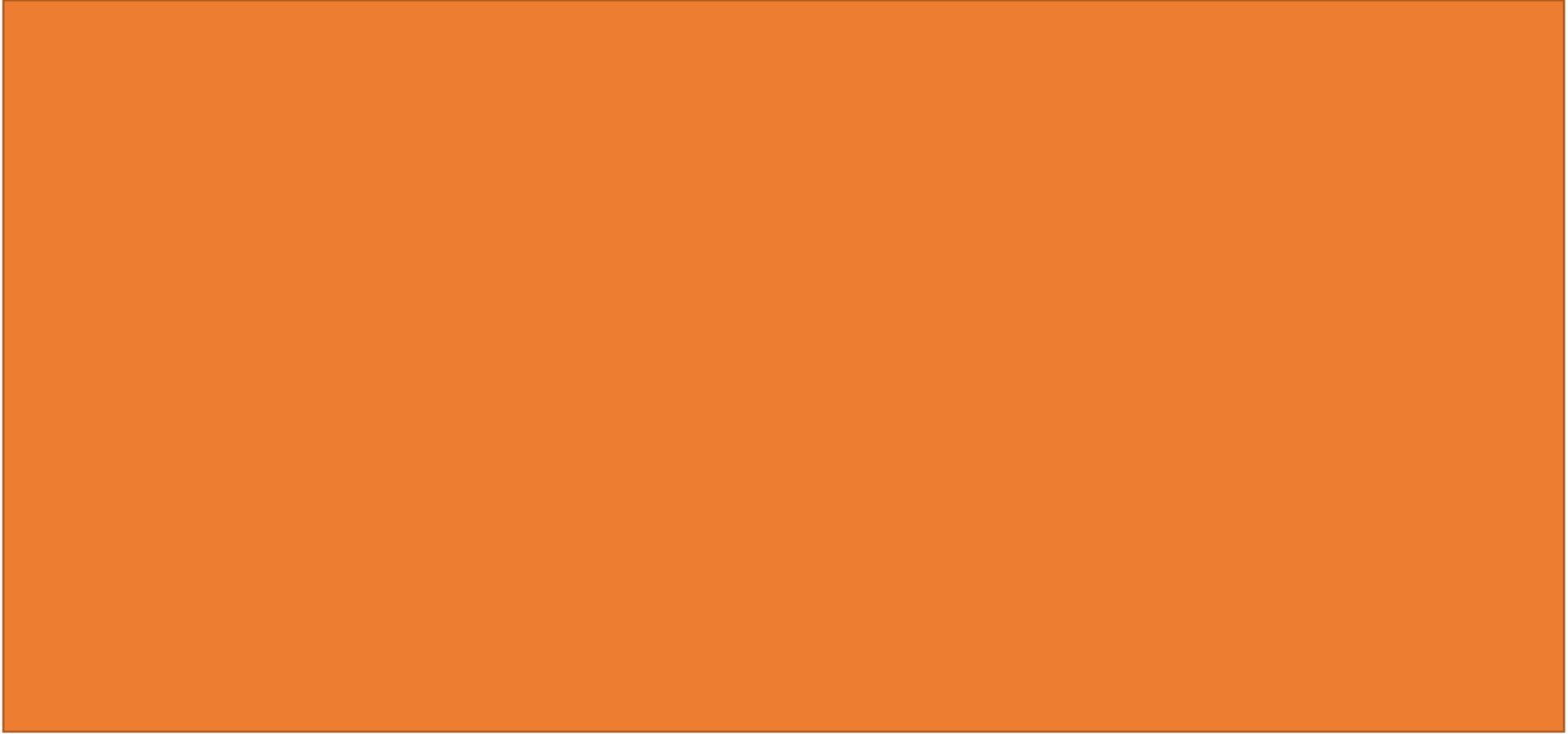
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## Devizes Highways Matters Q & A 26 February 2023

### Gullies

**Q:** In April 2023 an issue was raised with the Bishops Cannings Parish Council in regards to the continued flooding on the cross roads in Coate Village, this was recorded and discussed with Councillor Phillip Whitehead who was present at this meeting, it was agreed that the situation would be investigated and resolved as a matter of urgency due to that fact that residents of the village including small children, mothers with prams and very elderly people are forced to walk in the middle of the road due to the flooding which is prevalent most of the time. We now find ourselves with a confirmed report that the main drain on the cross roads has indeed collapsed and has been in this state for some times and despite previous requests nothing has been done.

**1.** Does Wiltshire Council/Wiltshire Highways and Senior officers including senior councillors deem it reasonable that people are putting their lives at risk every day to navigate away from the flood water by walking in the middle of the road of which is always subject to speeding traffic at peak times (school and work start times).

**2.** We have already experienced many near misses at this section of the road and it is only by sheer luck a serious accident has not happened.

**3.** I and many other residents have complained about this situation and stressed the urgency and safety issue on many occasions over the past 10-12 months and all falls on deaf ears, we are told "it is on the list" we never get to the end of the list.

**Can someone explain why people in this village are subject to this risk and when will this situation become a priority to the authorities before someone gets killed or seriously injured.**

**A:** Cleaning of gullies has been undertaken in the village and which has much improved the situation.

**Q:** Gulley cleaning needs to be done more than twice a year. e.g. I go out and risk the traffic to clear the grid on the one nearest me using a hand trowel to allow water to flow into the drain.

**A:** Scheduled cleaning of gullies takes place annually for "A" and "B" roads while "C" roads are attended to on a three year program. In rural areas, farming activities can create a situation where the grate becomes "Thatched" over with a mixture of silt and vegetable matter. While these situations are generally attended to by the Parish Steward we are grateful for the intervention of members of the public in clearing grates.

**Q: What gutter cleaning machine does a town or parish council have to clear gutters? Or is this a Wiltshire Council Greening Initiative?**

**A:** There is the "Discretionary Gully Service" for Parish and Town councils. this provides an opportunity for gullies that there is a local concern about but are not causing flooding on a High speed road or flooding to property, to be cleansed. Parish Clerks have recently been written to on this process.

**Q: Water collects in the Potterne road wheel ruts due to the condition and camber of the road surface. So when vehicles move at their normal speed of 40mph, pedestrians have to use umbrellas held horizontally to protect themselves from spray. The road needs to be resurfaced and re profiled to allow proper drainage of water into the gully to cure this problem and also allow cyclists (those who don't have mountain bikes) to keep to the left hand side. That is from Queens Road (what3words reference) examiner.cello.risk to objecting.pushover.appraised by The Wicket, where road surface material has been thrown onto the pavements for maybe three years.**

A: Even with minimal rutting in the wheel tracks, water can accumulate on the road surface, leading to spray generated by passing traffic. Although this factor is considered in road condition assessments, other types of defects typically take precedence when prioritizing road improvement projects.

**Q: A lot of the drains in the town are blocked, when will this be dealt with?**

A: We are presently reassessing the quantity of gullies documented in our inventory, with plans to finalize this review by the end of May. Subsequently, we will restructure our programming to improve efficiency, aiming to reduce the occurrence of blocked gullies. Furthermore, we have expanded the fleet of Vactor Units responsible for clearing these blockages from one to three.

### Potholes

**Q: After work at the top and along Nursted Road there are several potholes not filled in by the utility companies, even though they have filled in the trenches right next to them! Does anyone from the council inspect these works and liaise with the utility companies? And if so why is it that they are not filling and 'making good' these holes?**

A: Utility companies have a responsibility for their reinstatements for a "maintenance" period following completion of their works. However, they do not have any responsibility for the condition of the surface outside of their reinstatement, which would remain the responsibility of the Council.

**Q: Last year two tyres on my vehicle were damaged due to potholes hidden by water on roads near Devizes. As these tyres were run flat the damage necessitated two new tyres at a cost of over £300 each. Following the first incident on the 5th January on the Worton to Lavington road, I returned next day to photograph and measure the pothole to send the evidence to Wiltshire Council in the hope of receiving some compensation. After several weeks, and a follow up letter from me, they replied saying they would not consider this but I did receive a notice from Wiltshire Highways to say that the pothole had been repaired quite soon after my mishap! I did not bother to claim on the second pothole damage later in the year as I knew I would get the same result. Now, a year later, many more potholes have developed on local roads making driving both hazardous and worrying. One road in particular, from Lydeaway to Foxley Corner, has several large holes on either side and one has to drive a vehicle well out into the road to avoid tyre damage. This is possible when there is no oncoming traffic but if there is I will not proceed until I am able to avoid the potholes and any possible tyre damage. I am a Carer and Driver for my 93 year old husband and the present state of the roads causes me great concern. I am hoping that the extra Government money allocated to the Highways will soon be put to good use in repairing the worst of these potholes.**

A The prevailing weather conditions have resulted in a rapidly increasing number of potholes, not just in Wiltshire, but across the country. Investment has been increased to address this situation and additional resources are in place undertaking reactive repairs.

**Q: Why does WC need to send someone to inspect potholes to grade it's severity then send someone else to do a temporary repair, then a third person later to do a permanent repair.?Would it not save time and money to send out one vehicle with 2 people on board, one to inspect it and 1 to carry out the temp repair.? Surely this would improve efficiency and speed up the whole process. The person doing the inspection can still grade it and book it in for a permanent repair, but the site would only be visited twice instead of the current 3 occasions.**

A: Our approach to handling pothole reports submitted via MyWilts involves inspecting and assessing each report based on our intervention levels outlined in the inspection manual. Upon identification of a defect, it is forwarded to our contractor for repair, who assigns an appropriate team for the task. In the past, we utilized a "Find and Fix" method involving highway inspectors. However, this approach faced challenges as any efficiency gained from reduced travel was offset by the need for suitable equipment and materials to address identified defects on-site.

**Q To let you know that the no right turn sign outside Roses in Devizes, to advise drivers not to turn into Sidmouth Street from that angle is ignored regularly, it's not surprising as it's hardly visible amongst all the other signs and traffic lights at that junction, similarly the same happens at Trowbridge Rugby Club daily on my commute to work, despite a sign showing to use the roundabout to get back to the junction and AHEAD ONLY painted on the road! What can be done?**

A The prohibition of right turn into Sidmouth Street is signed in accordance with legislation. Motorists ignoring the restriction are therefore in contravention for which the Police are the enforcement authority. In the longer term the Council has applied to the Department for Transport to undertake some enforcement of moving vehicle offences using ANPR cameras. If successful, this may be a location where the Council could take action.

**Q Is there a good reason that road safety standards are worsening? Wiltshire Highways Safety Inspection Manual 2018 allows a larger pothole before intervention (P1 A Road >75mm deep and horizontal dimensions greater than 300 x 300mm) than the same standard in 2013 (P1 A Road >75mm deep and maximum dimension greater than 250 mm). I refer to documents available on your website.**

A The Highways Inspection was reviewed following the publishing of the New Code of Practice, "Well Managed Highway Infrastructure". this dictates a risk based approach and there were a number of modifications made to reflect this in comparison to the old document.

**Q Can you put further traffic calming in place in surrounding villages ? Can you please do something about the drainage? Where I lived in Scotland the farmers cleared ditches regularly but some parts of Coate Road do not have ditches and the potholes appear regularly.**

A: The Council has an adopted process for dealing with local concerns, such as requests for traffic calming, and any other suggestions for change that you would wish to raise through the completion of a downloadable online form. The completed form needs to be endorsed by the relevant Town or Parish Council and they will then forward to the LHFIG for processing. Full details of the process followed, and the downloadable forms are available on our website at [www.wiltshire.gov.uk/council-democracy-area-boards](http://www.wiltshire.gov.uk/council-democracy-area-boards).

### **New Housing**

**Q: What considerations will be looked at for the proposed 200 houses being built in the area. I would not like to think this would result in more traffic through a small village like Coate endangering life and causing further deterioration on the roads surrounding Coate village.**

A: The site at Coate Road was granted planning permission at appeal in 2023. The inspector considered the site in detail and granted permission subject to a number of conditions. These include improvements to the canal towpath, improvements at the Hopton/London Road roundabout and highway works to secure the closure of a section of Coate Road and the provision of a Coate Road diversion.

**Q: Are the roads in Devizes able to cope with all the new housing that is now being determined? About 600-700 currently going through approval or approved**

A: All new housing and employment developments are currently considered in the context of the adopted Core Strategy and the supporting Devizes Transport Strategy. Within this context, each relevant development will need to consider its transport impact in the form of a Transport Assessment or Statement, depending upon scale, and in turn this will highlight the necessary mitigation. Wherever possible, development will be asked to contribute to infrastructure works identified in the Devizes Transport Strategy, which are designed to accommodate the wider strategic impacts of development growth in and around Devizes.

**Q: Will additional parking be provided in Devizes to cope with the additional housing?**

A: The council is reviewing its Parking Strategy as part of the development of its fourth Local Transport Plan (LTP4). LTP4 Parking Strategy will support the Local Plan Review and will establish the parking needs in Devizes (and all of Wiltshire's towns) arising from the proposed development growth.

### **MyWilts**

**Q: Is there a good reason that Wiltshire Council are in the minority (2%) of councils that don't accept reports from third party reporting sites such as FixMyStreet? Such sites provide convenience and transparency to the public.**

A: The Council has its own defect reporting system called My Wilts. This is available online and as a downloadable app.

**Q: Why not encourage the use of Wha3Words to pinpoint a road issue location on the MyWilts App?**

A: It is possible to add a "What Three Words" reference into the location description, The use of a "pin" on the MyWilts Mapping can provide an accurate location. It is acknowledged that the base mapping in MyWilts could be better and this is being considered for improvement to a more detailed product.

**Q: I reported a pothole recently using MyWilts and did not have an ack that it had been done, only a Closed message. HOWEVER it was done very promptly.**

A: We recognize that the current MyWilts platform lacks sufficient feedback mechanisms. Although there have been some improvements, we are actively planning significant changes later this year to address this issue comprehensively.

**Q: Is there any chance of a mini roundabout at the junction of London Road and Quakers Road as it can be very difficult to get out of Quakers Road, particularly when London Road is busy but flowing quickly.**

A: The existing at grade T junction is provided with a ghost island right turn lane and was installed as part of the housing development. The form of junction would have been derived after assessment as part of the Transport Assessment supporting the Planning Application. Conversion to a mini roundabout is not supported as the volume of flows would be unbalanced. This is likely to lead to an increase in collisions as southbound A361 traffic will only occasionally be required to give way to traffic emerging from Quakers Road.

**Q: I would like to know if there is an appetite at Wiltshire Council to explore the concept of shared space instead of continuing with the traditional highway layout for roads that have substandard footways and lend themselves to designs that reduce the dominance of the motor vehicle.?The reason I am asking this now is that proposals are moving forward to redevelop the old community hospital in Devizes and with that redevelopment, an inevitable greater level of vehicle movements than hitherto. This is coupled with a continued prevalence of “rat - running” from New Park Street through Couch Lane and Commercial Road easterly to the A361 Sainsbury’s roundabout.**

A: "‘Shared space’ describes an approach to the design of streets and public spaces, and is typified by street layouts that put people and vehicles in the same space. In 2018, the then Ministers for Planning and Transport wrote to all local authorities asking for shared space schemes to be ‘paused’ until further notice (largely due to concerns over inclusion). That advice has not been withdrawn, however creating places and spaces that are more pleasant to be in and to walk and cycle remains an ambition for the Council. We are anticipating the issue of Department for Transport’s revised “Manual for Streets” in the near future which we anticipate will give additional guidance around this issue."

**Q: I see that there is a proposal to reduce the speed limit on Horton Road from 50 mph to 40 mph along the stretch from Ferozashah Road past Marlborough Close. Is there any chance that this could be changed to 30 mph? I live in Wellington Drive and the speed of traffic passing our close is quite frightening. From Cannings Hill Garage towards Horton the road is straight (even though there is a roundabout) and some vehicles take advantage of this at all times of day and night .The pathway from Wellington Drive to the Swindon bus stop is very narrow and you take your life in your hands to reach the stop. It really is quite dangerous and now that Marlborough Close is soon to be occupied plus the estate opposite with children possibly attending Bishops Cannings School, it seems sensible to reduce the speed limit to 30 mph.**

A:The proposed 40mph limit has been brought forward following a full assessment against DfT criteria. The criteria for a 30mph limit are not met. The requestor is encouraged to make comment through the formal TRO consultation page available on the website. The consultation on this proposal runs to the 18th March.

**Q: One of your slides this evening mentioned enforcement for fly tipping but what about enforcement for wilful obstruction of public rights of way? There seems to be little will to do anything about this by WC. Some rights of way have been blocked for years. Prosecuting land owners just seems to be on the ‘too hard pile’, yet if a few were prosecuted I am sure word would soon get around the farming community and in the long run it would save your access officers a lot of work as landowners would be less inclined to deliberately obstruct them.**

A: The council actively addresses instances where landowners obstruct public rights of way. Often, these issues are resolved through informal engagement with the landowner before resorting to legal measures. However, the council recognizes that formal actions can serve as a deterrent. Currently,

there is a review underway to assess the enforcement strategies across various services, including rights of way management. **Resurfacing**

**Q: Who decides which roads get resurfaced when? If a road comes up on the maintenance schedule does someone actually check that work is actually required? Several roads including my own in Rowde have been resurfaced over the last few weeks, but there was nothing wrong with them in the first place and this exercise has been a total waste of money when there are other roads in the area in a far worse state where the time and money could have been better spent eg. London Road by the Crammer and Conscience Lane bth London Road and Rowde. Residents have experienced noise and inconvenience for no appreciable benefit, as the resulting surface (as bought up in the meeting by Chris Greenwood) is very poor indeed. Only half our close (Chestnut Close) has actually been resurfaced, the give way lines at the junction of Sands lane and Cock Road have not been reinstated creating a safety hazard and for the last 3 days we have had to endure considerable noise and mess whilst workmen remove the new tarmac and concrete around the drain covers. Does someone from WC actually inspect the works before paying the bill?**

A: Our maintenance program is shaped by several factors. Technical surveys like the "Scanner" and "SCRIM" surveys lay the foundation, but on-site inspections are also conducted. Whenever feasible, we prioritize early interventions to prevent deterioration of the road surface. These interventions often involve techniques such as surface dressing or microasphalt application. Even if the current surface seems to be in good condition, such treatments are employed to preserve it, thus averting the need for more costly repairs in the future.

**Q: What Criteria is used to determine which roads are resurfaced and what is the timescale?**

A: The council employs various tools to evaluate and prioritize our maintenance program. These tools include the "Scanner" survey, which offers insights into the structural condition of roads, and "SCRIM" surveys, which assess skid resistance. However, engineers review this data to ensure its accuracy. The timeframe for this process largely hinges on the current surface condition. Presently, we have a maintenance program mapped out for the next seven years..

**Q: I have a question about Victoria Road, where Needham House is located. When Needham House was built by Wiltshire Council a few years ago, local residents were told that after the building had been completed, Victoria Road would be resurfaced. This has never happened and the road is in a very poor state. Is it possible to confirm if this pledge to resurface the road is still active and if there are any plans to do so?**

A: Victoria Road is in the 2024/25 surfacing programme for action.

**Q: When will Longcroft Avenue be resurfaced?**

A: Currently Longcroft Avenue does not feature on our forward program, however, the program is subject to review and can be modified to reflect changing road conditions.

**Q:The issue of speed is of concern to Potterne Road dwellers, pedestrians and cyclists. Does the recent installation of a pair of cables close to Potterne Road/The Breach junction indicate that speed monitoring has taken place? If so can we see the time of day profile of speed and direction. Bearing in mind that the traffic lights in place will have an effect on results.**

A: A traffic survey has been carried out recently on behalf of the Town Council from the 19th February for 7 days. The results of the survey will be available through the Town Council. There were no recorded roadworks in the vicinity of the survey.

**Q: How much is spent on the roads in Devizes and how does this compare with other areas?"**

The table below shows the major maintenance spend for Devizes Area Board along with three other Area Boards for comparison.

Area Board	Total Spend 23/24
Devizes	£ 777,566.29
Chippenham	£ 515,534.74
Melksham	£ 602,000.27
Trowbridge	£ 484,845.91
	<b>£ 1,810,784.31</b>

**Q: Is Devizes ever likely to get a bypass?**

A: Wiltshire Council's adopted planning policy, in the form of the Wiltshire Core Strategy, is silent on the provision of a bypass for Devizes, however it does set out the requirement and delivery of a Devizes Transport Strategy (hereafter 'The Strategy'). 'The Strategy', available on-line and published in September 2012, considered the deliverability of 'New Road Construction' and with costs calculated at the time amounting to £16.5 million, a bypass would require an equivalent delivery of circa. 5000+ dwellings in the town to fund its provision; this far exceeds the housing demand for the town. Notwithstanding this, given the date of completion of 'The Strategy', Wiltshire Council will consider all options to resolve congestion within Devizes, both against subsequent data collection and policy development. Such consideration will be made through the development and adoption of the emerging Local Transport Plan.

**Q: The villages need better walking and cycling access to Devizes. What are the plans for this?**

A: The council has produced a Local Cycling and Walking Infrastructure Plan (LCWIP) for Devizes which sets out the infrastructure that is needed to promote walking and cycling in Devizes. The scope of the Devizes LCWIP includes potential links to nearby villages. The council has also developed a Wiltshire wide LCWIP which identifies interurban walking and cycling routes in the county.

**Q: What will be done to make black dog crossroads safer?**

A: Proposals for Black Dog Crossroads have been developed and extensively discussed with the Parish Councils and Wiltshire Councillors for the area.

**Q: Will Brickley lane be made one way? Also, a wider one way system through the town?**

A: There are no plans to make Brickley Lane one way in operation. Suggestions for changes to other roads should be raised with the Town Council in the first instance who if supportive will then raise with the LHFIG for consideration.

**Q: Can we have a mini roundabout at the junction of quakers road and London road please?**

The existing at grade T junction is provided with a ghost island right turn lane and was installed as part of the housing development. The form of junction would have been derived after assessment as part of the Transport Assessment supporting the Planning Application. Conversion to a mini roundabout is not supported as the volume of flows would be unbalanced. This is likely to lead to an increase in collisions as southbound A361 traffic will only occasionally be required to give way to traffic emerging from Quakers Road.

**Q: Is there ever any liaison between council grass cutting contractors and litter picking teams? When cutting of grass verges takes place, it is not uncommon to see the remains of litter shredded by the mowers, left along the verges. Is it not possible to coordinate the two sets of contractors, so that the litter is picked up just prior to mowing? As well as preventing the spreading and shredding of the litter, it would also reduce the risk of mowers being damaged and/or solid litter items, such as bottles, being thrown onto the carriageway by the machines.**

A: We strive to synchronize these two procedures, but the difficulty lies in identifying all litter along untrimmed verges before mowing, as some litter may be concealed by vegetation. Furthermore, it's unfortunate that despite pre-mowing litter collection efforts, substantial amounts can accumulate between mowing and collection. Should litter issues persist after mowing, we will promptly address them by revisiting and collecting any remaining debris.